

BookletChartTM

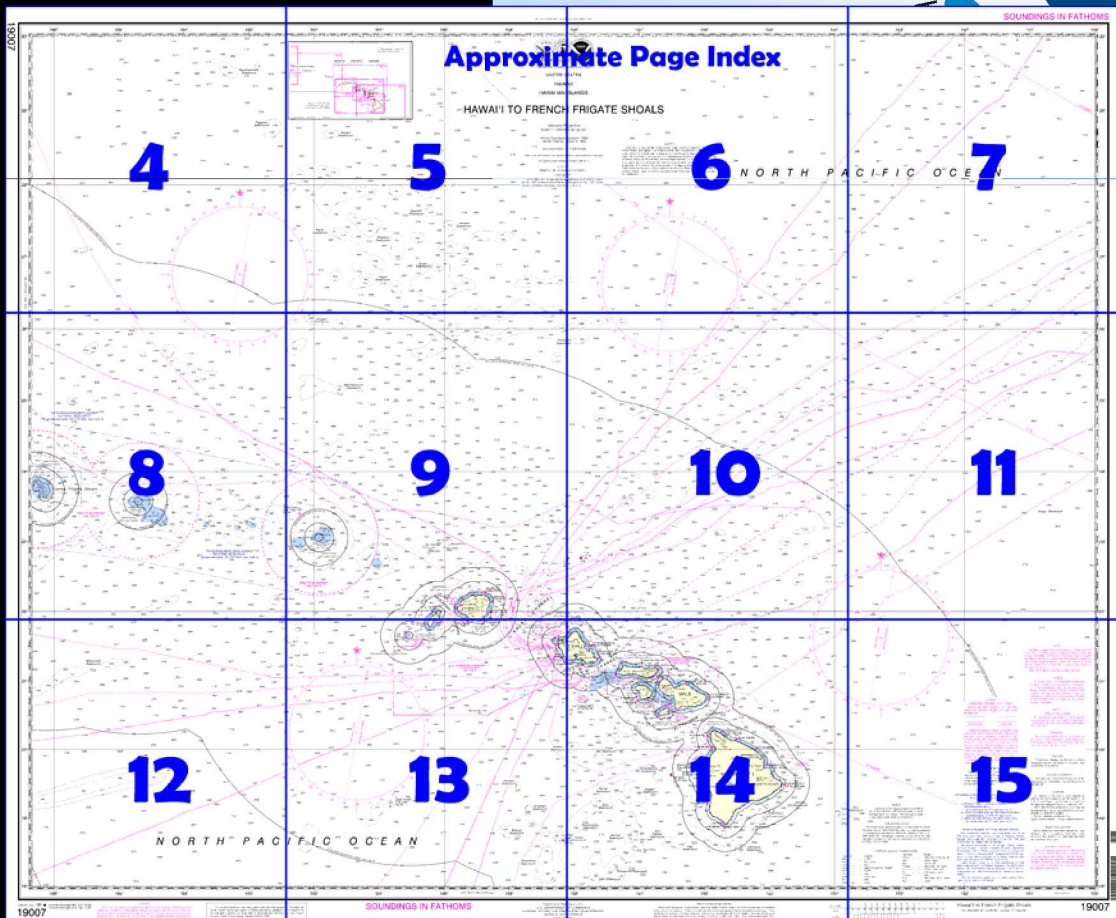
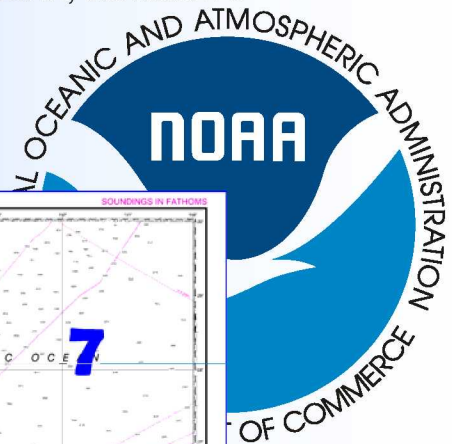
Hawai'ian Islands to French Frigate Shoals

(NOAA Chart 19007)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

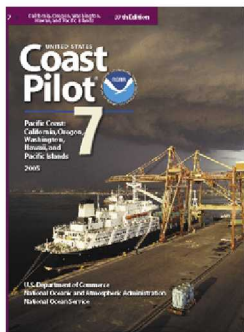
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 14 excerpts]

(50) The Hawai'ian Archipelago has been visited from time to time by tsunami, which causes enormous destruction. Loss of life and property can be lessened by intelligent response to warnings that such waves are imminent. (See chapter 1 for basic discussion.) (51) The National Oceanic and Atmospheric Administration administers a tsunami warning system that alerts the Hawai'ian Islands, other Pacific islands, and most of the countries bordering the Pacific.

The system has an operating center at the Pacific Tsunami Warning Center, Ewa Beach, O'ahu, and includes scattered seismograph stations for quick detection and location of submarine earthquakes, a network of wave-detecting and reporting stations throughout the Pacific, a high-priority communication setup, and an extensive international arrangement for broadcasting warnings of possible sea waves.

(52) Military authorities in Honolulu will issue warnings to all military bases that might be affected. Local base commanders will put into effect any precautions deemed necessary. Elsewhere warnings will be broadcast by civilian authorities. Disaster committees have been set up on all the major islands to alert the population and to assist in evacuation and rescue as needed. In Honolulu and Hilo, former air raid sirens now operated by the police department will be used. On O'ahu, Civil Air Patrol planes equipped with sirens will fly the shoreline and sound the alarm. This service will later be extended to the other islands. On all the major islands, police cars equipped with sirens will patrol the coastal areas. Local commercial broadcasting stations will interrupt all programs to give the latest information and instructions.

(53) All warnings will also be broadcast by the National Weather Service on NOAA Weather Radio. (See Appendix A for locations and frequencies of the stations.)

(54) Should a warning occur when a radio station is closed down, it will come on the air immediately and remain on until the all clear is sounded. When an alarm is given, all persons are warned to turn on their radios to a local broadcasting station for information and instructions. If they have no radio and cannot find access to one nearby, they should seek high ground. Telephones are apt to be flooded with calls and therefore cannot be relied on during a warning.

(55) When a warning is received, persons should vacate waterfront areas and seek high ground. The safest procedure for ships will depend upon the amount of time available, and this may not always be known. A ship well out at sea would ride such waves safely, and hence, if time is available to put to sea, that would be the safest action. During the 1946 wave, the master of a ship lying offshore near Hilo felt no unusual waves, though he could see great waves breaking on the shore. Crews of fishing boats in the Hawai'ian area also reported no unusual conditions at that time. On the other hand, the crew of a ship in the harbor may have a difficult time averting serious damage.

(56) The destructive force is usually greater on the sides of the islands facing the oncoming waves, but this directional effect is frequently lacking and the waves may reach their greatest heights on the leeward sides of the islands. The waves may also attain great heights in funnel-shaped bays and at capes or other places where a submarine ridge projects seaward toward the oncoming wave. Unusual heights may be attained at any place where two waves traveling different paths arrive at the same time to reinforce each other. There is still much to be learned about these waves, and the best policy is to avoid them in any way possible.

(870) The Hawai'ian Archipelago from longitude 161°W. to 176°W. is part of the **Hawai'ian Islands National Wildlife Refuge**, and under the jurisdiction of the U.S. Fish and Wildlife Service, Department of Interior. The islands and atolls in the refuge include Nihoa, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Reef, and all intervening reefs and shoals, which are also part of the so-called Leeward Islands.

(871) The refuge was established in 1909 in order to preserve wildlife including very rare forms, found in the area. All fish and wildlife are protected. Federal laws governing wildlife and national wildlife refuges are in force. Sharks are abundant throughout the refuge. Entry to the refuge is **prohibited** except by permit issued by the Refuge Manager, Hawai'ian/Pacific Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Boulevard, P.O. Box 50167, Honolulu, Hawaii 96850. Entry upon Tern Island of French Frigate Shoals and Green Island, Kure Atoll, must be also by approval Commander, 14th U.S. Coast Guard District, Honolulu. The restrictions apply to all civilian and military agencies, as well as individuals. Because of the extreme fragilities of the refuge islands ecosystems general public use is not permitted. Entry to the entire refuge is restricted to scientists on previously U.S. Fish and Wildlife approved research projects.

Table of Selected Chart Notes

Corrected through NM Dec. 16/06
Corrected through LNM Dec. 12/06

HEIGHTS
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

MAGNETIC VARIATION
Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

NOTE B
Boundary limits of Submerged Submarine Operating Areas are shown by a solid magenta line. As submarines may be submerged in these areas, vessels should proceed with caution. During torpedo practice firing, all vessels are cautioned to keep clear of Naval Target Vessels flying a large red flag at the highest masthead.

NOTE D
Submerged Fish Aggregating Devices (FADS) are contained within this area at depths of 40 to 100 feet below the surface. Mariners are advised to use caution when entering or transiting.

NOTE C
AREA TO BE AVOIDED
All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

NOTE E
PAPAHĀNAUMOKUĀKEA MARINE NATIONAL MONUMENT
SPECIAL PRESERVATION AREAS

- A. FRENCH FRIGATE SHOALS SPECIAL PRESERVATION AREA (protected area: 50 CFR 404; see note A)
- B. NECKER ISLAND SPECIAL PRESERVATION AREA (protected area: 50 CFR 404; see note A)
- C. NIHOA ISLAND SPECIAL PRESERVATION AREA (protected area: 50 CFR 404; see note A)

NOTE G
The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted.

PARTICULARLY SENSITIVE SEA AREA
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOTE A 2925
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, Hawaii or at the Office of the District Engineer, Corps of Engineers in Honolulu, Hawaii.
Refer to charted regulation section numbers.

HORIZONTAL DATUM
The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84), which for charting purposes is considered equivalent to the North American Datum of 1983 (NAD 83). Geographic positions referred to the Old Hawaiian Datum do not require conversion to WGS 84 for plotting on this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

2000
Mercator Projection
Scale 1:1,650,000 at Lat 24°
2986
World Geodetic System 1984
(North American Datum of 1983)
2715
SOUNDINGS IN FATHOMS

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

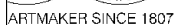
HAWAIIAN-ENGLISH TRANSLATIONS			
Hawaiian	English	Hawaiian	English
Akai	north	Kōwa	channel, strait, sound
Awa	bay, cove	Lae	point, cape
Hana	bay	Lua	crater, pit
Heiau	place of worship, temple	Mauna	mountain, hill, peak
Hema	south	Moku	island, islet, rock
Hikina	east	Pali	cliff, peak, point
Hono	cove, bay	Pohaku	rock
Kai	sea	Puu	mountain, hill(s), peak
Komohana	west	Wai	water

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

4



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:2200000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



AWAll

AN ISLANDS

CH FRIGATE SHOALS

or Projection
50,000 at Lat 24°

etic System 1984
(can Datum of 1983)

GS IN FATHOMS

obtained at nauticalcharts.noaa.gov.

Abbreviations see Chart No. 1

RIGHTS
above Mean High Water.

AUTHORITIES

5 National Ocean Service, Coast
6 Geological Survey, U.S. Coast
7 and Marine Service.

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rokofiev
amount

6

North

POLLUTION REPORTS

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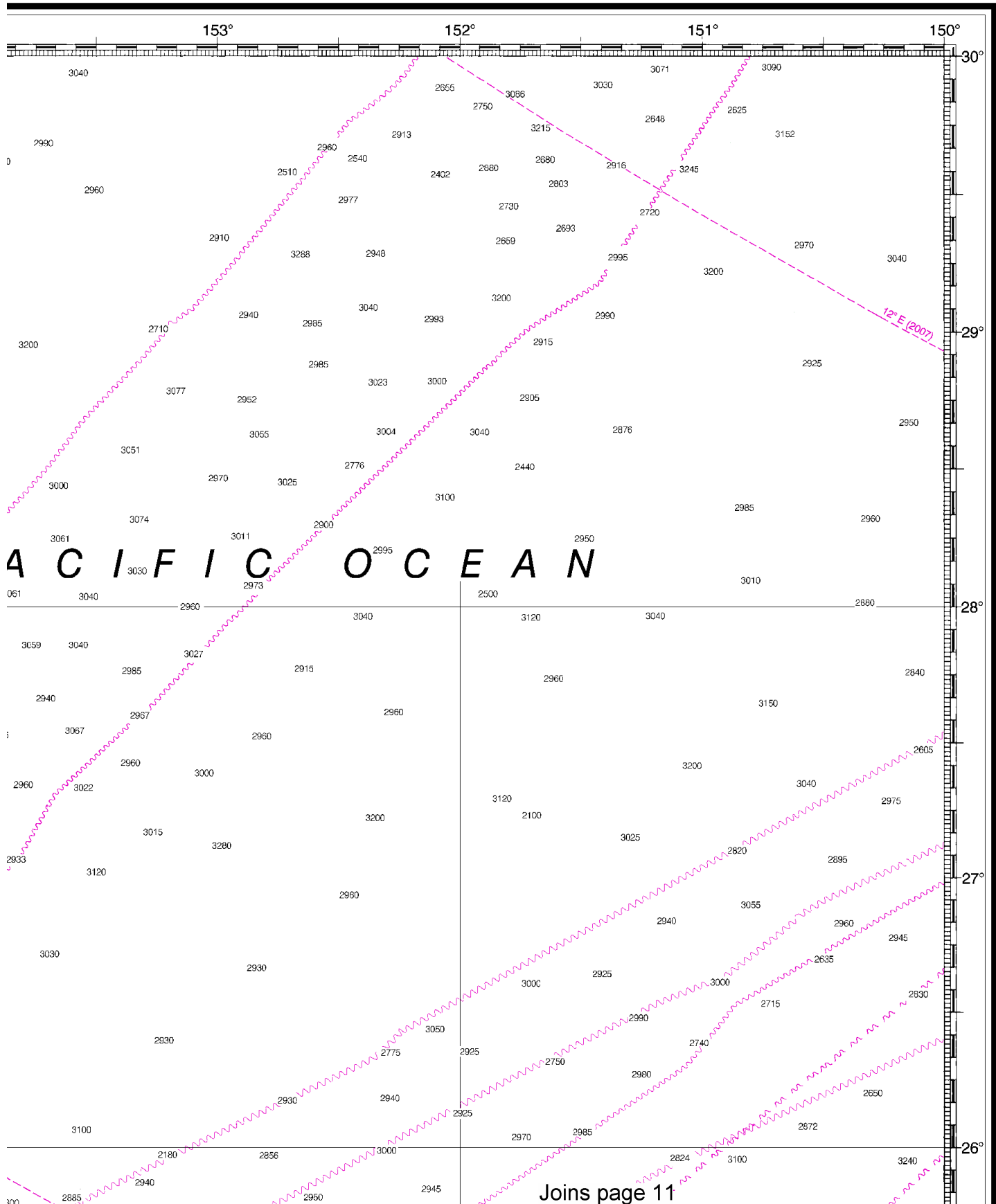
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N O R T H P A

Joins page 10

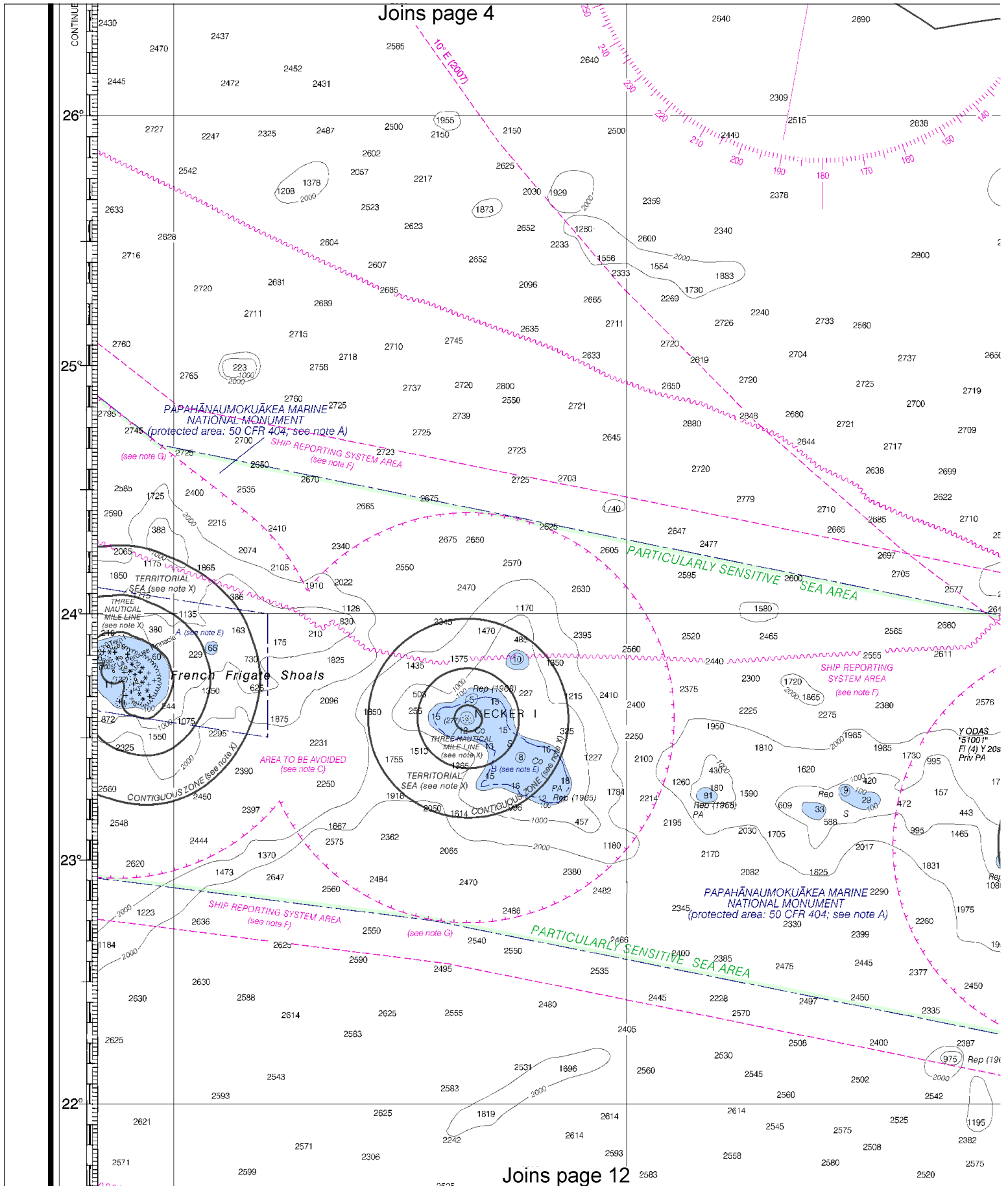
SOUNDINGS IN FATHOMS



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .



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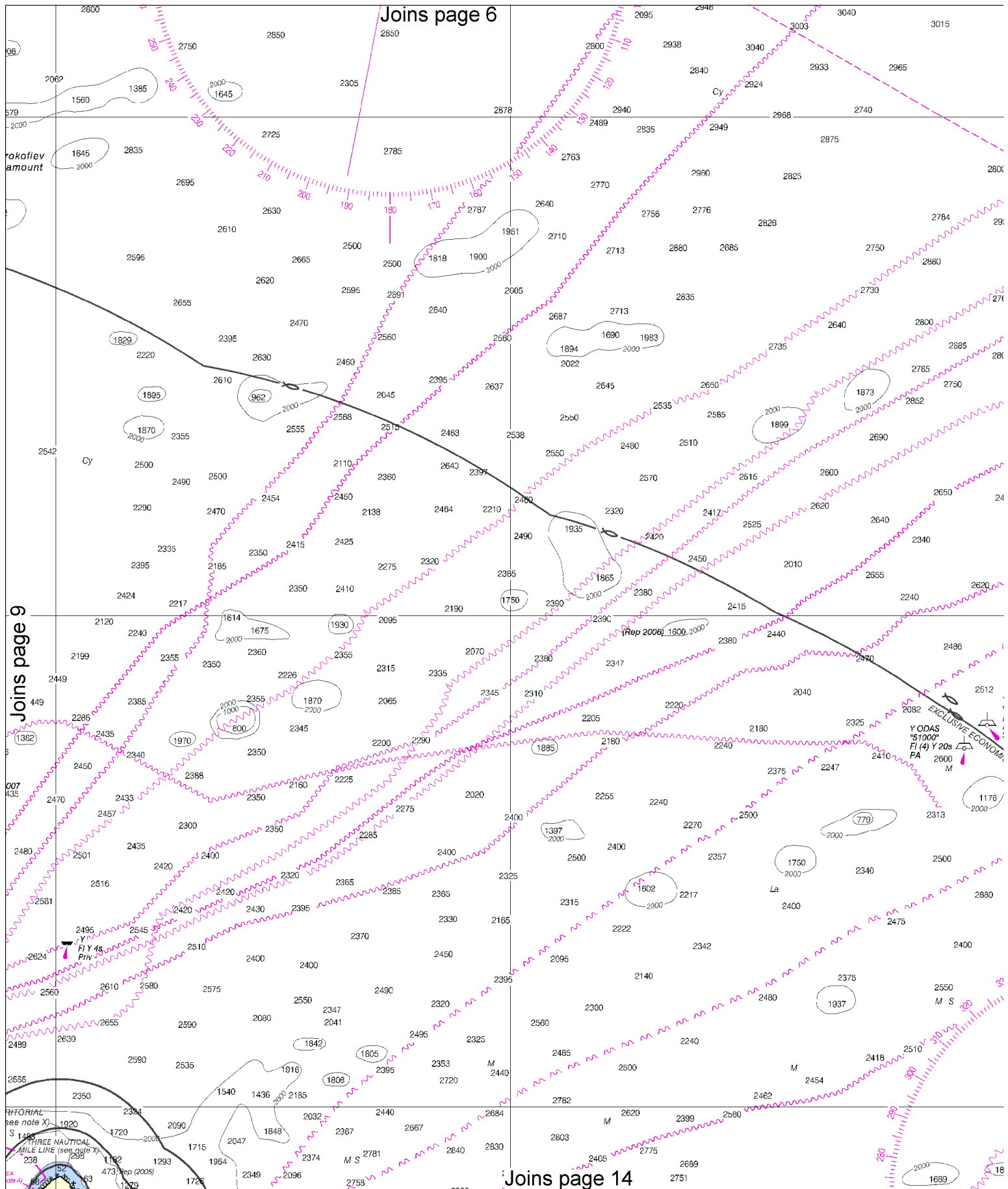
Joins page 12

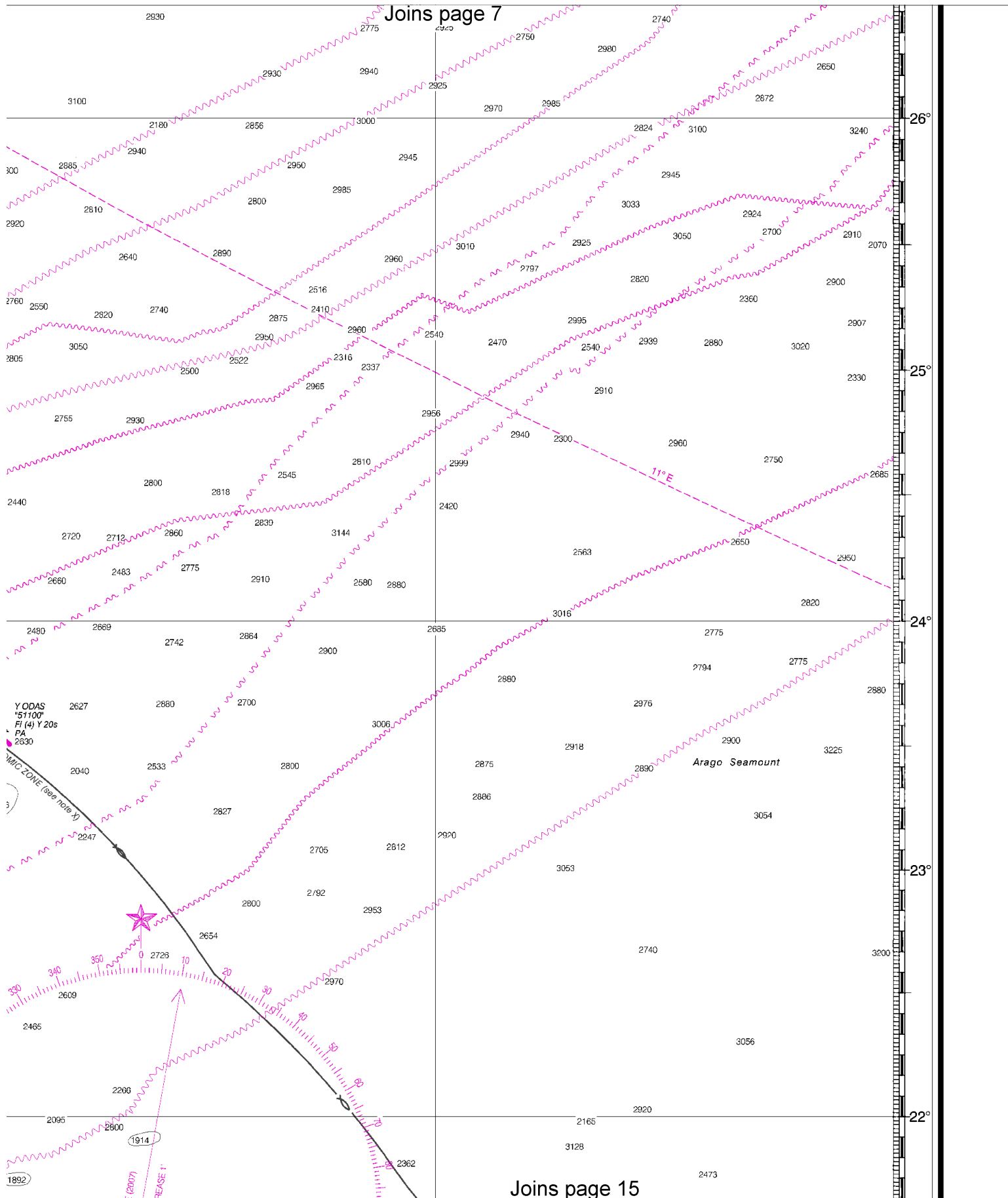
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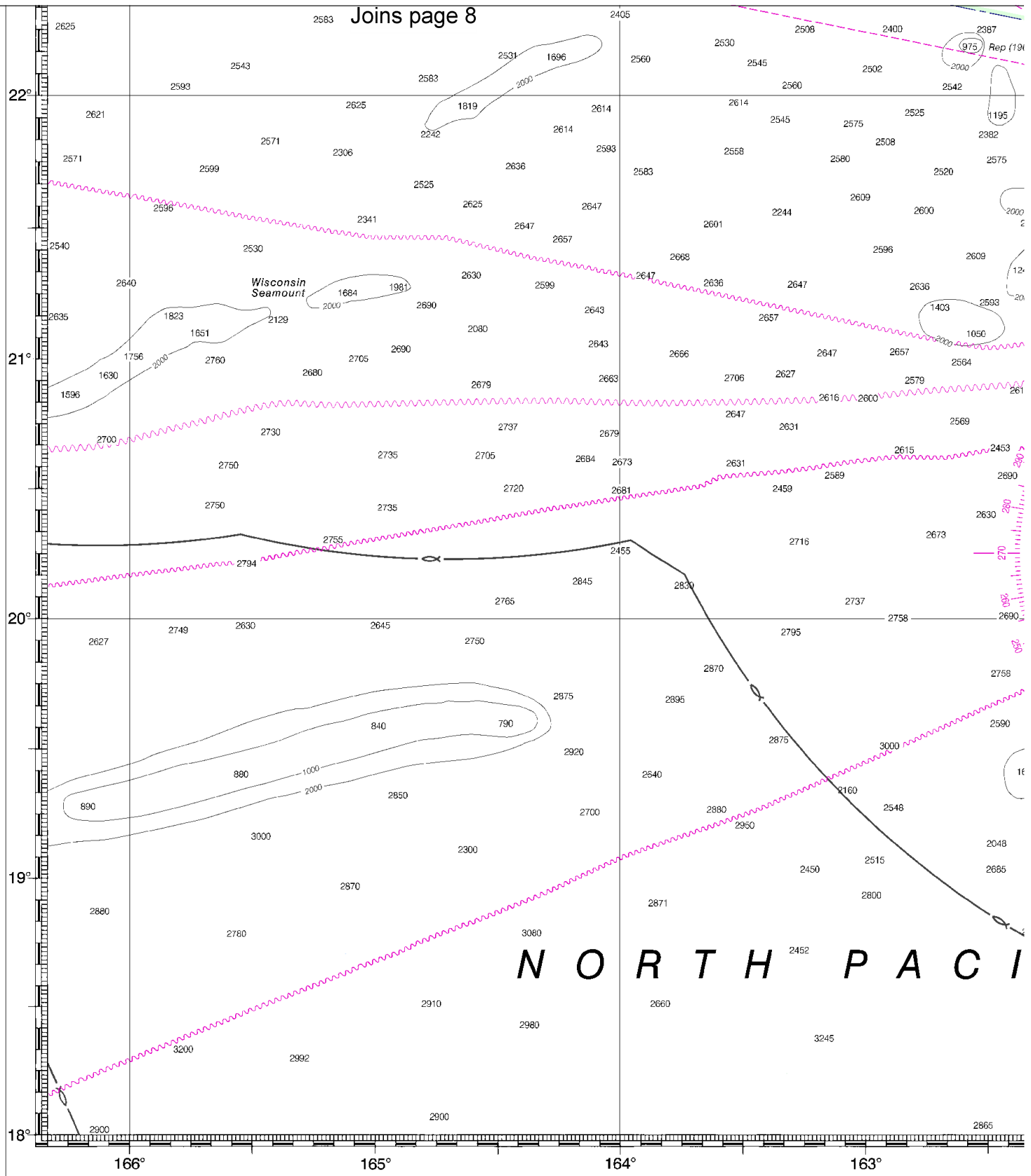




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18th Ed., Dec. /06 ■ Corrected through NM Dec. 16/06
Corrected through LNM Dec. 12/06

19007

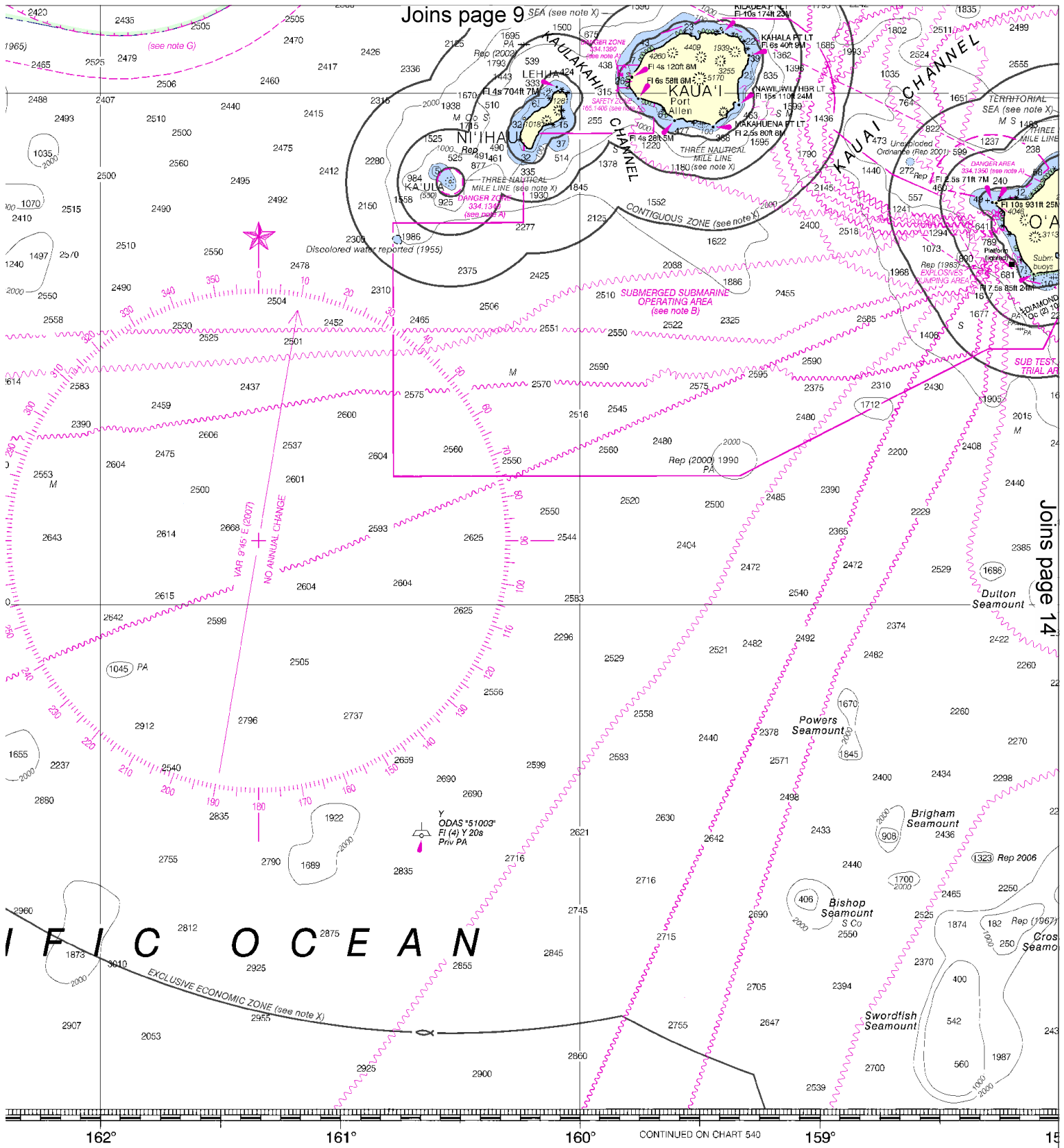
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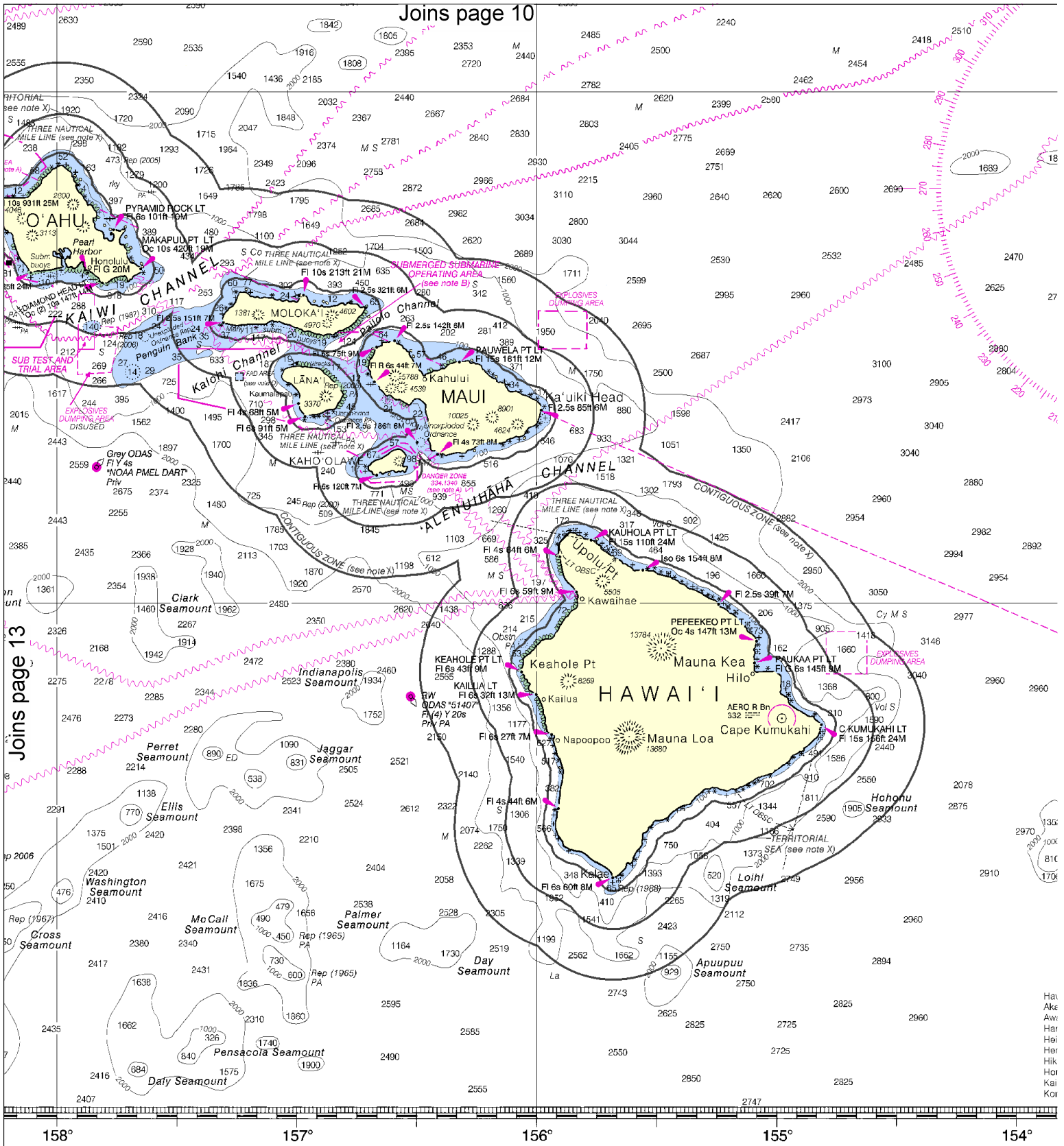
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Joins page 14

SOUNDINGS IN FATHOMS

The National
Comments for
International Ocean

Published at Washington
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVICE
COAST SURVEY

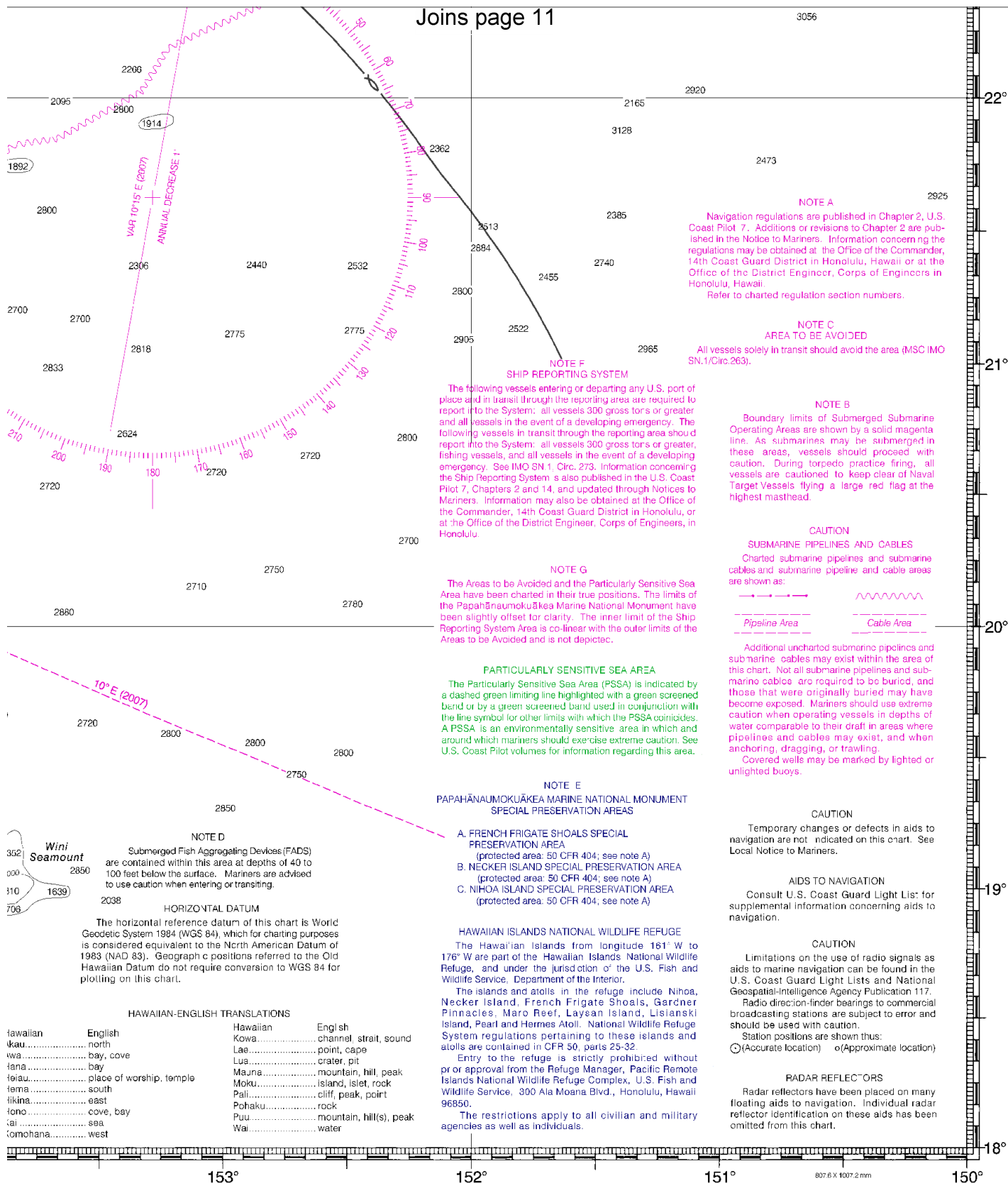


Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
HYDROGRAPHIC SURVEY

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FATHOMS	
FEET	
METERS	



Hawai'i to French Frigate Shoals
SOUNDINGS IN FATHOMS - SCALE 1:1,650,000

19007

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 510-437-3700

Coast Guard Search & Rescue – 808-541-2500

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.